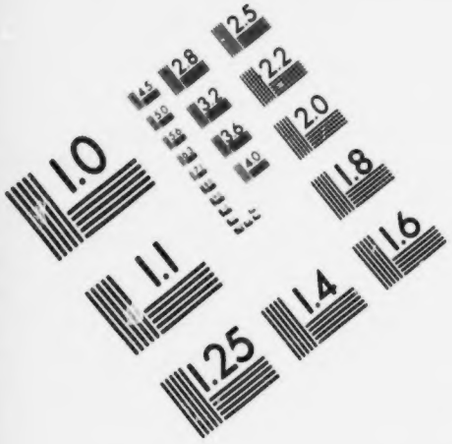

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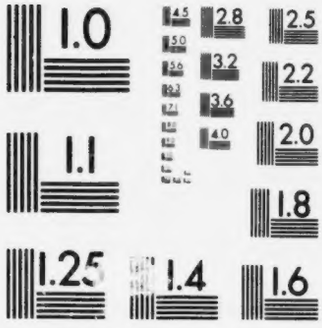

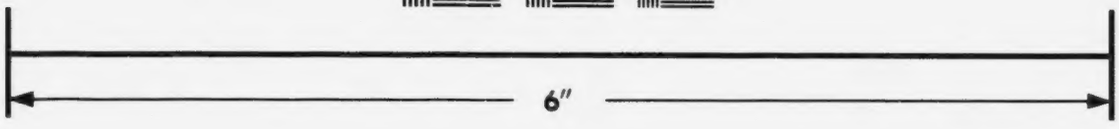

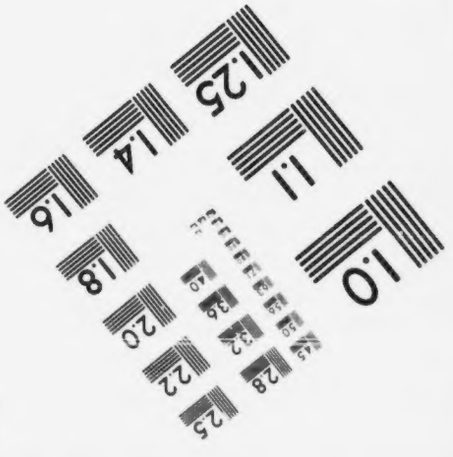

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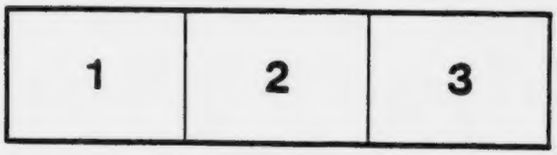

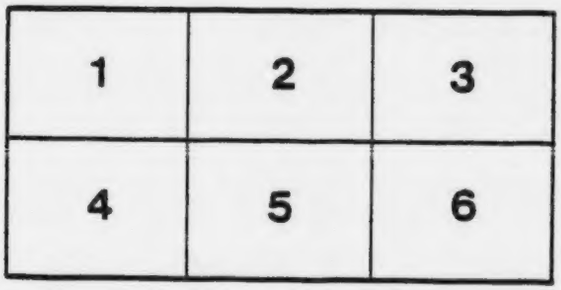

BY-LAWS

OF THE

HARBOUR COMMISSIONERS

OF

MONTREAL.

Passed 26th January, 1875

Sanctioned 10th April, 1875

COMMISSIONERS:

HON. JOHN YOUNG, *President.*

JOHN PRATT, ESQ.,
THOS. CRAMP, ESQ.,
PETER DONOVAN, ESQ.,
ADOLPHE ROY, ESQ.,
HUGH MCLENNAN, ESQ.,
W. W. OGILVIE, ESQ.,
ALDIS BERNARD, ESQ.,
ANDREW ALLAN, ESQ.

H. H. WHITNEY, *Secretary.*

Montreal:

A. A. STEVENSON, PRINTER, 245 ST. JAMES STREET.

1875.

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BY-LAWS

OF THE

HARBOUR COMMISSIONERS

OF MONTREAL,

DULY MADE AND PASSED AT A MEETING OF THE SAID HARBOUR COMMISSIONERS, DULY CALLED AND HELD AT THEIR BOARD ROOM, IN MONTREAL, IN THE PROVINCE OF QUEBEC, ON THE 26TH DAY OF JANUARY, ONE THOUSAND EIGHT HUNDRED AND SEVENTY-FIVE.

Present:

MR. THOMAS CRAMP, *Acting Chairman.*
MR. JOHN PRATT,
MR. PETER DONOVAN,
MR. ADOLPHE ROY,
MR. W. W. OGILVIE,
MR. ANDREW ALLAN.

WHEREAS under and by virtue of the provisions of the Act of the Parliament of Canada, passed in the thirty-sixth year of Her Majesty's reign, entitled: "An Act respecting the Trinity House and Harbour "Commissioners of Montreal," the powers of the said Trinity House and of the said Harbour Commissioners were consolidated and vested in the said Harbour Commissioners, and by the said Act and other Acts certain other powers and authority have been granted to the said Harbour Commissioners, which have ren-

dered it necessary that the existing By-Laws of the Harbour Commissioners and Trinity House should be repealed; and that new By-Laws should be enacted by the said Harbour Commissioners for regulating the exercise of their powers and duty in conformity with the said Acts, and with the increased jurisdiction thereby conferred upon them.

THEREFORE, the said Harbour Commissioners have enacted, made, and passed, and do hereby enact, make and pass the following By-Laws for the regulation of the various matters lying within their jurisdiction, under and by virtue of the said Acts, namely:—

BY-LAWS.

The By-Laws of the Harbour Commissioners of Montreal heretofore passed and in force, and the By-Laws, Orders, Rules and Regulations of the Trinity House of Montreal, heretofore passed and in force, are, and each of them is hereby repealed.

PROCEEDINGS OF THE COMMISSIONERS.

Election of President.

Article 1.—A President shall be elected by the Commissioners from among themselves, annually, on the first Monday in September, or at the earliest convenient period thereafter; and shall hold office till the first Monday in the then ensuing September, or till the election of his successor.

Meetings of the Commissioners.

Article 2.—Ordinary Meetings of the Commissioners shall be held on Wednesday in each week, and Monthly Meetings shall be held on the first Thursday of each month, at such hour respectively as may be fixed for such Meetings by resolution, at which Meetings any business within the jurisdiction of the Commissioners may be dealt with and disposed of. And such Monthly Meetings shall be open to the public.

Special Meetings.

Article 3.—Special Meetings of the Commissioners may be called by the President, or by any three of the

Commissioners, and a notice of every such Special Meeting shall be sent by the Secretary to each Commissioner, specifying the object for which such Special Meeting is called. And no other business shall be transacted at any Special Meeting other than that which is specified in the notice so sent, or such business as is incidental or accessory thereto.

Standing Committees may be appointed.

Article 4.—At any ordinary or Monthly Meeting, or at any Special Meeting called for the purpose, the Commissioners may appoint Standing Committees, composed of Commissioners, in such numbers and for such purposes as may be determined by the resolution appointing such Standing Committees. And such Standing Committees shall have the right to deal with all matters within the limits of the purpose for which they are so appointed respectively, to the extent to which they shall be authorised so to do by such resolution; provided always that they shall not finally determine or do any matter or thing which by law falls solely within the jurisdiction of the Commissioners. And such Standing Committees shall report their deliberations and decisions to the Commissioners at the next meeting thereof competent to receive such report. And the Commissioners shall always have power to reject or reverse any decision or determination of any Standing Committee, unless such decision or determination shall fall within the powers confided to them and within their jurisdiction, and shall have been carried out before being reported to the Commissioners. And the Meetings of all Committees shall be open to all Commissioners.

Special Committees.

Article 5.—Special Committees may be appointed at any Meeting of the Commissioners, to act in such manner as they may be instructed to do with reference to any matter with which the Commissioners are competent to deal at such Meeting.

Order of business.

Article 6.—The order of business, at all Meetings of the Commissioners, shall be as follows, namely:—

1st.—The reading and correction or approval of the minutes of the last preceding Meeting.

2nd.—The reception and consideration of the Reports of Committees.

3rd.—The reception and consideration of the Report of the Officers of the Harbour and Port of Montreal respectively.

4th.—The consideration of any business which has been adjourned from a preceding Meeting.

5th.—The consideration of new business.

W[illegible] at Meetings.

Article 7.—The President shall preside at all Meetings of the Commissioners, and shall have authority to maintain order and regularity; but in his absence one of the Commissioners shall be chosen by vote to perform his duties: and during such absence shall have all the powers hereby conferred upon the President.

Signing of Debentures, deeds, cheques, or other documents.

Article 8.—All Debentures to be issued by the Commissioners, shall be signed by any three of them; all checks shall be signed by one Commissioner at least; and all deeds and other documents whatsoever, shall be executed by the President. And no debentures, checks, deeds, or other documents shall be binding on the Corporation, unless signed and executed in conformity with this By-law; and then only, provided they are countersigned or endorsed by the Secretary.

Corporation not to have no dealing with members.

Article 9.—The Corporation shall have no dealings of any kind with any of its members; nor shall any member thereof or any officer or other person employed by, or in the service of, the said Harbour Commissioners be concerned directly or indirectly in any contract that may hereafter be entered into, appertaining to any works carried on by the Commissioners; but all such transactions shall hereafter be conducted by and through the Secretary, with the approval of the Board.

ARRIVAL OF VESSELS.

Vessels to report at the wharfinger's office on arrival.

Article 10.—The Master or person in charge of every vessel arriving in the Harbour, shall, without delay and before he shall break bulk, make and deliver at the Wharfinger's Office a true and correct report in writing, signed and certified by him, of the arrival of such vessel, of her cargo, of the value thereof, of her tonnage, and of her draft of water, such report also to contain a description of the rig of such vessel, the name of such vessel, and of her master or captain, the place from whence and the date when such vessel sailed, the name of the consignee thereof and of the pilot thereof; the number of men employed therein, the number of passengers carried thereby, and the name of the steamer (if any) which towed such vessel into harbour; and shall pay all dues in respect of such vessel and of her cargo, to the Wharfinger; and shall also then pay all arrears of dues, and all penalties then due to the said Corporation in respect of such vessel, or of her cargo on any previous voyage thereof.

Harbour Master shall place vessels and assign berths.

Article 11.—The Harbour Master shall, according to his discretion, assign to each vessel arriving in the said harbour, the berth it shall occupy; giving precedence however, when practicable, to a vessel with cargo, over a vessel in ballast, or taking in cargo; and shall have power to change such berth from time to time as he may see fit; and such assignment of a berth may be made by a verbal notice to the Master or person in charge of such vessel; and either on each trip of such vessel, or for the whole business season. And no vessel shall take up or occupy any berth in the said harbour, unless such berth shall have been assigned to her by the Harbour Master.

Colors to be shown until vessel is reported and berthed.

Article 12.—The colors of every vessel arriving in the said harbour shall be kept flying until the report

mentioned in the foregoing By-Laws, shall have been made and delivered, as therein provided ; and until the Harbour Master shall have allotted a berth to such vessel.

Anchorage, or berths for vessels with sickness on board.

Article 13.—During the prevalence of any epidemic, or when there shall be cause to apprehend the spread of any infectious or contagious disease, the Harbour Master shall have power to designate and set apart some certain anchorage, wharf, or place, for every steamer or other vessel arriving in the said harbour, having on board more than twenty passengers ; where such steamer or vessel shall remain, until such sanitary precautions shall have been used, as shall be appointed in that behalf by a resolution of the Harbour Commissioners ; and upon the delivery of a verbal notice of the appointment of such anchorage, wharf, or place, with a copy of such resolution, to the Master or person in charge of such steamer or vessel, either before, or immediately upon its arrival in the said harbour, such steamer or vessel shall forthwith proceed to such anchorage, wharf, or place, and there remain until the terms of such resolution shall have been fully complied with.

Water gauge, name and tonnage to be shown on every vessel.

Article 14.—Every vessel entering the said harbour shall have a water guage marked conspicuously and accurately on her stem and stern ; and her name painted on the stern, bow or quarter, so as to be easily discerned from the wharf ; and the tonnage of each river craft entering the said harbour shall be cut into the face of the foreside of the beam, forming the after part of the main hatch, in figures not less than four inches in length, in such a manner as to be visible from the deck.

Conditions relating to Gunpowder.

Article 15.—No vessel having more than twenty-five pounds weight of gunpowder on board, shall sail through the said harbour, unless such gunpowder be under deck, or carefully and completely covered with oil cloth, tarpauling or other suitable covering ; and no such vessel

shall come to anchor, or remain in the said harbour higher up the St. Lawrence than the part of said harbour where the wharf, known as Gilbert's Wharf, formerly stood; and it shall be in the power of the Harbour Commissioners, by a resolution to be passed for that purpose, to prevent such vessel coming to anchor or remaining higher up than any other point below such wharf; which point shall be designated in such resolution.

Speed of steam vessels.

Article 16.—No steam vessel, while within the said harbour above the Victoria pier, shall move at a rate exceeding half her usual speed.

No vessel to anchor or obstruct passage.

Article 17.—No vessel shall anchor within the limits of the said harbour in such a place or position as to prevent a free and unobstructed passage for all other vessels to and from the said harbour; and to and from the Lachine Canal, or any wharf in the said harbour.

VESSELS LYING IN THE HARBOUR.

All vessels in the Harbour, are subject to the Harbour Master's orders.

Article 18.—All vessels in the said harbour shall be under the control of the Harbour Master, so far as regards their position, mooring, fastening, removal and the extent of accommodation, Masters or persons in charge thereof may require from each other; and no person on board or in charge of any vessel in the said harbour, shall disregard or disobey the orders of the Harbour Master in such respects. And in the event of such refusal or disregard of the orders of the Harbour Master to remove any vessel, it shall be lawful for such Harbour Master to cast off or cut away the hawsers or other fastening of such vessel, or to cut away any ring or post to which such hawsers or other fastening may be attached; and in such event, in addition to the penalty hereinafter provided for, the Master of such vessel shall be bound to pay to the said Harbour Commissioners, the damage (if any) caused to the wharf or wharves, by the cutting away of such ring or post.

Harbour Master may remove any vessel resisting his authority.

Article 19.—In the event of the resistance of any person or persons on board of any vessel to the orders of the Harbour Master to remove the same, under the powers conferred upon him by the last preceding section ; whether such resistance be active or passive ; it shall be lawful for the Harbour Master to take possession of such vessel, and to remove the same ; and he shall have the power of employing a sufficient number of men for that purpose at the expense of the Master, owner, or person in charge of such vessel, to aid him in enforcing such removal ; and shall have the right to moor, anchor, or make fast, such vessel at such other place as he shall see fit.

Rafts, cribs, floating timber, &c., under express control of Harbour Master.

Article 20.—No raft, crib, raft bottom, or floating timber, shall be or remain attached or secured to any wharf, or to any part of the beach, in said harbour, without the express permission of the Harbour Master ; and irrespective of the penalty hereafter provided for, the Harbour Master shall have the power, without any notice to any person whomsoever, to cut adrift any raft, crib, raft bottom, or timber, which shall be so attached or secured without his permission ; and such raft, crib, raft bottom, or timber so cut adrift shall thereafter continue to be and remain at the proper risk of the owners thereof respectively. And no raft, crib, raft bottom, or timber, shall, under any circumstances whatever, occupy a berth in the said harbour above the Victoria Pier, or be anchored in the stream within the limits of the said harbour.

Hawsers and ropes, how they must be fastened.

Article 21.—No hawser or rope shall be run or fastened across any part of the harbour, excepting for the express purpose of hauling a vessel in or out, immediately, or for the purpose of hauling a vessel off the ground ; in which cases the hawser or rope shall be slackened in order to give a free and uninterrupted passage to any other vessel that may require to pass.

Vessels not to

Article 22.—Vessels lying at any wharf, or within

a tier, within the limits of the harbour, shall not have an anchor out, except for the purpose of immediately hauling in or out.

have an anchor out, unless to haul out or in

Article 23.—The shore fastenings of every vessel within the harbour, shall be attached to the rings placed on the outer edges of the wharves, or to mooring posts, and shall not in any manner cross or traverse the said wharves, or be attached to any lamp post or to any matter or thing on the wharves, other than those specially provided for that purpose.

Fastenings of vessels, how same must be made fast.

Article 24.—All vessels lying at the wharves within the harbour, shall have their yards topped up, their booms and outriggers rigged in, their jibbooms and flying jibbooms rigged in as far as practicable, their studding sail boom irons taken off, their sprit sail yards laid fore and aft, and their anchors secured, so as to avoid doing damage to other vessels.

Vessels at the wharves to avoid doing damage to each other.

Article 25.—No Master or other person in charge of, or on board of, any vessel within the said harbour, to which any other vessel shall be made fast by any rope, hawser, or chain, shall cut or cast off such rope, hawser or chain; or cause or permit the same to be cut or cast off, without giving ample and distinct notice of the intention so to do, to the Master or person in charge of the vessel so made fast.

Fastenings of vessels not to be cast off without notice.

Article 26.—Every steam vessel, at any of the wharves in the said harbour, or at any landing place within the limits of the same, shall provide a good and sufficient gangway from such steam vessel to such wharf or landing place; with ridge ropes on both sides, supported by wooden or iron stancheons, not less than three feet high; for the use of persons going and coming from on board such steam vessel: and on dark nights a light provided by such vessel, shall be placed on every such vessel near such gangway, so that such gangway may be seen clearly from the wharf, and from on board such vessel.

Steamers to have gangways, and lights at night on gangways.

Passage allowed over decks of vessels lying in a tier.

Article 27.—When two or more vessels are lying at the same wharf, one outside of another, a free and unincumbered passage over the decks of those nearest the wharf, shall be allowed to those lying outside of them, as well for loading or unloading such outside vessel or vessels, as for the purpose of ordinary communication with the above shore ; provided such outside vessels have gangways of their own, extending to the wharf over the decks of the vessels nearest thereto.

Steamers to have wire caps on their chimnies.

Article 28.—All steam vessels, except those using coal for generating steam, shall, while within the limits of th said harbour, have wire caps fitted over their chimnies so as to prevent sparks issuing therefrom ; the interstices of which caps shall not be more than one quarter of an inch square.

Article 29.—Any vessel aground within the said harbour shall shew three bright white lights over that side or end of such vessel, nearest which, other vessels must approach in passing her.

Watch to be kept on board vessels in Harbour.

Article 30.—There shall be a Watch, consisting of one or more grown persons, kept and maintained from sunset to sunrise on board of every vessel lying in said Harbour, and such Watch shall instantly give the alarm in the event of any danger, accident, disturbance, or fire on board of such vessels, or on board of any other vessel in the said Harbour, as soon as perceived ; and shall at all hours and times during the said period, respond to the call, hail or enquiry of any officer of the Harbour Commissioners, or of any of the officers or men of the Water Police.—And in the absence of other sufficient evidence of the violation of this By-law, if no answer be made by the Watch on any vessel to such call, hail or enquiry, after three audible repetitions of the same, such vessel and the master or person in charge thereof shall be conclusively held to have violated this By-law.

Precautions against fire.

Article 31.—Every vessel lying in the said Harbour shall be supplied during the whole period between sunset and sunrise with not less than six buckets filled with water, which shall be placed and shall stand during the whole of the said period at some convenient place upon the deck of such vessel, ready for instant use in case of fire.

Hatchways of vessels to be covered with hatches or gratings.

Article 32.—The Master, or person in charge of any vessel, lying alongside of any of the Wharves, or adjoining to any other vessel, shall cause her hatchways to be securely and completely covered with hatches or gratings, immediately after the work of loading or unloading, as the case may be, shall have been finished for the day; and shall cause the same to remain so covered until the time when the work shall recommence in the morning.

Regulations for vessels carrying hay or straw.

Article 33.—There shall be no fire or light of any kind used between sunset and sunrise on board of any vessel loaded with hay or straw, while within the said Harbour, and no steamer shall carry as freight, any hay or straw whatsover, unless the same be pressed into bundles, which shall weigh not less than seven and a half pounds weight per cubic foot; and such bundles shall be kept completely and constantly covered with tarpaulin or oil-cloth.

Fires on board vessels when and where to be kept

Article 34.—No fires shall be used, or suffered to remain alight, on board of any vessel in the said harbour, except in close cambooses of iron or other metal, or of brick or stone, when made on deck, or in stoves of similar materials when under deck; and when made on deck, such fires shall not be lighted before sun-rise, and shall be extinguished at sun-set; provided always, that fires necessary for generating steam, may at any time be made on board of any steam vessel, with a competent person as a watch on board.

Lights allowed

Article 35.—No lights shall be allowed, after the

on board vessels, when and how

hour of ten of the clock, P.M., on board of any vessel lying in the said harbour, except only in the cabin thereof, and then only under the constant supervision of some person in attendance; but this By-law shall not be held to apply to vessels arriving or departing, or loading or unloading, after the said hour.

VESSELS LOADING AND UNLOADING.

Article 36.—Vessels arriving in the harbour with cargo shall be allowed for unloading as follows:—

One working day for fifty tons of cargo, or less than fifty tons. Two working days for over fifty tons of cargo and not exceeding one hundred tons. Three working days for over one hundred tons up to two hundred tons; and one working day additional for every additional one hundred tons or under, exceeding two hundred tons.

And for loading:—

One working day for fifty tons, or under.

Two working days, for over fifty tons, and under one hundred tons.

One working day additional for every additional hundred tons or under exceeding one hundred tons: provided always that vessels that shall be discharged, or loaded, in a shorter time, or that shall have ceased discharging or loading from any cause, shall not be entitled to retain their berths, should the Harbour Master see fit to order them to remove: and provided also that on application to that effect the Harbour Master shall have the power, if he sees fit, to extend such time for a further period to be named by him.

Coals to be landed only where permitted by Harbour Master.

Article 37.—No coals shall be discharged from any vessel except upon such wharf as shall be indicated for that purpose by the Harbour Master, and when discharged, such coals shall be immediately removed and taken away from such wharf by the owner or consignee thereof as fast as they shall be landed thereon; and no

appointment of a berth, or permission to land the cargo of any vessel at any wharf, shall entitle the owner or person in charge of such vessel to land coals opposite such berth or upon such wharf, unless permission shall also have been granted by the Harbour Master to land also thereon as hereinbefore provided.

Vessels unloading must provide good stages.

Article 38.—Vessels loading or unloading, whether on the wharves, or into lighters, or into any other kind of vessels shall have a good tight stage or spout, in order to prevent any portion of their cargo from falling into the water.

Unloading of firewood, ratts and cribs.

Article 39.—Rafts or cribs loaded with boards, planks, firewood, or other lumber, shall not be permitted to remain in the berths assigned to them, unless the unloading of the cargo thereof be commenced immediately, and diligently and continuously proceeded with, and; when unloading firewood alongside of any wharf, at the rate of not less than twenty-five cords per day.

MISCELLANEOUS.

All articles not forming part of a cargo, and boards, planks, firewood, ballast, &c., to be conveyed away as soon as landed

Article 40.—Boards, planks, oars, staves, firewood, and all lumber whatsoever, and all ballast, rubbish, refuse matter, cinders, or ashes, or other things not forming part of the cargo of any vessel, landed on any wharf in the said harbour, or on the beach thereof, shall be conveyed away as fast as landed, by the master or person in charge of the vessel, from on board of which such substances shall have been landed; and a like penalty to that hereinafter provided, for the breach of the foregoing portion of this By-law, shall be incurred for every period of twenty-four hours during which such effects, or lumber, ballast, rubbish, refuse matter, cinders, ashes, or other substances, shall continue to remain on such wharf or beach, as the case may be, after being landed thereon.

Time allowed for goods to remain on the wharves.

Article 41.—No goods or cargo of any kind (other

than of those kinds mentioned in the last foregoing By-law), landed from any vessel; and no goods or cargo, and no ballast, placed upon any wharf in said harbour, or upon the beach thereof, to be shipped on board of any vessel, shall be allowed to remain upon such wharf or beach, for a longer period than twenty-four hours, after being landed or placed there; and a like penalty to that hereinafter provided, for the breach of the foregoing portion of this By-law, shall be incurred for every period of twenty-four hours, during which such goods, cargo or ballast, shall continue to remain upon such wharf or beach, as the case may be, after the expiration of the period of twenty-four hours hereinbefore allowed for their removal; provided always that the water casks belonging to any vessel may be placed upon the wharf at such place, and for such time, as may be fixed by the Harbour Master; but at the expiration of such time shall be held to be within the provisions of the last foregoing By-law.

Vessels' water casks under orders of the Harbour Master.

How goods must be placed on the wharves.

Article 42.—No goods shall be so placed on any wharf in said harbour, or on the beach thereof, as to obstruct the thoroughfare thereon, under the penalty hereinafter provided for the breach of any By-law, and if so placed shall be removed forthwith by the owner or person in charge thereof, upon the orders of the Harbour Master to that effect, under a further like penalty. And no goods whatever shall be placed upon any wharf, nearer to the edge thereof than eight feet therefrom; and no cattle or live animals shall be allowed to remain on any wharf or beach for a longer period than three hours, and then only under the control and management of competent drivers, and persons in charge thereof.

Time allowed for cattle on the wharves.

Harbour Master may remove articles remaining on the wharves in contravention of the By-laws.

Article 43.—In the event of the breach of either of the last three foregoing By-laws, or of any part of either of them, it shall be lawful for the Harbour Master to remove, or cause to be removed, any boards, planks, oars, staves, firewood, lumber, ballast, rubbish, cinders, ashes, or refuse matter, or other thing, not forming

part of the cargo of any vessel, or any goods or cargo which shall remain on the wharf or on the beach of said harbour, longer than it or they are permitted to do by the said last three foregoing By-laws, or by any of them; and such removal shall be so made at the cost and charges of the owner or consignee of such effects, or of the Master or person in charge of the vessel from which they shall have been landed, at the option of the Harbour Commissioners; and such costs and charges and any further or other reasonable costs and charges, in respect thereof, and of the custody and safe keeping thereof, and all penalties incurred in respect thereof shall be a lien upon such effects; which shall not be delivered up by the Harbour Commissioners to any person whomsoever, until all such costs, charges and penalties be paid. And notwithstanding such removal, such effects shall continue to be at the risk of the owners thereof, and if the costs and charges thereon, and all penalties due in respect thereof be not paid, and such effects taken away, by the owners thereof, or their representatives, within thirty days after such removal; such effects may be sold by public auction, for the benefit of whom it may concern, and the Harbour Commissioners shall only be accountable in respect of such effects for the nett proceeds of such sale, less all such costs, charges and penalties.

Boiling of pitch, tar, grease, &c.

Article 44.—No person whatsoever shall boil or heat tar, pitch, turpentine, rosin or grease, or cause the same to be boiled or heated, for grading or breaming vessels, or for any other purpose, in any vessel, or on any part of the wharves, beaches, or jetties, in the said harbour, except in such places as the Harbour Master may point out; and in every case, a proper person shall be placed in charge of the pot or kettle in which the same may be boiling or heating, provided with a shovel, and a sufficient cover, for instantly extingui-hing any fire arising from the ignition of such tar, pitch, turpentine, rosin, or grease; and for extinguishing completely the original

fire, when the purpose for which it was kindled shall be accomplished; and no vessel shall be graded or breamed within the limits of the said harbour, without the permission of the Harbour Master.

No carpenter's work on the wharves without permission.

Article 45.—No person shall make or dress any masts or spars, or do any carpenter's work, on any of the wharves, beaches or jetties in the said harbour, except with the express permission of the Harbour Master previously obtained, and at such place as he shall have designated for the purpose.

No substance whatever, to be thrown into the water, and walls not to be disfigured.

Article 46.—No ballast, coals, ashes, cinders, hay or straw, or matter or thing whatsoever, shall be thrown from any vessel whatsoever by which the navigation may be impeded or injured; or by any person whomsoever, into the water in the said harbour, or into any navigable water within the limits of the Pilotage district of Montreal: or at or near any wharf or landing place, and no placards or bills shall be stuck on any of the walls within the Harbour limits, or any disfigurement whatsoever, caused thereto.

No rubbish whatever to be placed on the wharves, or roads or beach, but may be placed by permission on the ice.

Article 47.—No person or persons shall place, pile, or deposit, any stones, dirt, rubbish, snow, ice, or other matter or thing whatsoever, upon the revetment wall, or upon any of the wharves or jetties in the said harbour, or upon any part of the beach thereof, or upon the roads or open spaces therein, or upon the ice thereon in winter, except in the latter case in such place as may be designated for that purpose by the Harbour Master or Harbour Engineer; and for every twenty-four hours during which the same shall remain upon such wharf, jetty, beach, road, open space or ice, a further penalty shall be incurred by such person or persons, to the same amount as to that which he or they are subject for a breach of the first portion of this By-law.

Light-houses, buoys, or other

Article 48.—If any floating light, light-house, buoy, beacon, or other mark, placed or to be placed in any

part of the said harbour, or within its limits, or within the limits of the Pilotage District of Montreal, or any dredge lying or in operation in the Harbour or Pilotage District of Montreal, shall be removed, carried away, destroyed, or injured, by any vessel, raft or vehicle; or by any person whomsoever: the same shall be replaced or repaired, as the case may be, by the master, owner, consignee, or person in charge of such vessel, raft or vehicle, or by such person or persons, forthwith and within forty-eight hours from such removal, destruction, or injury; failing which, such master, owner, consignee, person in charge, or person shall incur the penalty hereinafter fixed for the breach of any of these By-Laws, and a like further penalty for every twenty-four hours during which he shall be in default to conform himself to the provisions hereof; and shall also be bound to pay to the said Harbour Commissioners the expense of such replacement or reparation as shall be necessary in the premises. marks not to be interfered with.

Article 49.—No person shall erect or place any shed shanty, boat-house, or moveable or other building of any kind or nature whatsoever, in or upon any place within the boundaries of the said Harbour; without the express permission in writing of the Harbour Master being first obtained under such rules and restrictions as the Commissioners may appoint; and if any such building be so erected or placed within such boundaries without such permission, it shall be lawful for the Harbour Master to remove such building at the expense of the person or persons who erected the same, who shall be liable for such expense in addition to the penalty imposed upon him or them for the infringement of this By-law; and to act in respect of the materials so removed, in the manner and subject to all the conditions and provisions established by Article number thirty-three of the By-laws of the said Commissioners. No moveable buildings to be erected without authority.

Article 50.—No person or persons shall cut ice, or Regulations for

cutting ice and making roads on ice. Penalty for removing pickets or other marks.

make any holes in the ice, or make any road thereon, or occupy the same in any manner, within the limits of the said harbour, except at such place or places therein, as shall be allotted and designated by the Harbour Master or the Harbour Engineer, for those purposes respectively; and no person or persons shall convey away, destroy, injure, or deface any pickets, or other marks, placed on the ice, for the purpose of indicating the limits within which such road or roads may be made, or ice cut; or within which any rubbish, snow, or ice may be deposited; or shall destroy, injure, deface, or carry away any pickets, or other marks, placed on the ice by the Harbour Engineer, in the performance of his duty.

Lot may be leased for firewood, lumber or other articles.

Article 51.—The Wharfinger or any other Officer of the Trust under the authority of the Commissioners shall have power, on behalf of the said Harbour Commissioners, and under their directions, to allot, let, or lease, any space or portion of any of the wharves, piers, or vacant ground, in the said harbour, for the piling thereon of firewood or other lumber, or of other articles, subject to such rate of charges, and for such time or times, as may from time to time be fixed, by the Harbour Commissioners; and such allotment or letting shall be evidenced only by written permit, signed by the Wharfinger; and if such wood or other articles be allowed to remain on such lot or lots for twelve hours after the expiration of the time denoted in such permit, without a renewal of the same, at the Wharfinger's office, such wood or other articles shall be liable to be removed by the Harbour Master, in the manner provided by Article No. 43 of these By-laws, and without any notice being given, either verbally or in writing, by the Harbour Master, to the party owning or representing the same.

Encroachment upon any property within the Harbour jurisdiction prohibited.

Article 52.—No person or persons, without the consent of the said Commissioners, shall encroach, enter upon, take possession of, or use any part or portion of

the Harbour or Port of Montreal, or of any part or portion of the immoveable property, lands or beach, the control and management whereof are vested in the Harbour Commissioners of Montreal, in and by the several Statutes incorporating the said Commissioners and relating to the Harbour and Port of Montreal. And if, at any time, any person or persons be found encroaching upon or in possession of any part or portion of the said harbour, land, beach, or premises, the said Commissioners shall have the right to give a notice in writing to such person or persons, under the hand of the Secretary of the said Commission, notifying and requiring him or them to desist from such encroachment, and to leave such portion of said harbour, land, beach, or premises, within such period, not less than forty-eight hours thereafter, as shall be fixed in such notice. And any person or persons who shall so encroach, enter upon, take possession of, or use any part or portion of such harbour, land, beach, or premises, without the consent of the said Commissioners, shall, and each of such person or persons shall, incur a penalty not exceeding Forty Dollars currency for every such violation of this By-law ; and a further like penalty not exceeding Forty Dollars currency for every period of twenty-four hours during which such encroachment, entrance upon, possession, or use, shall continue or be persisted in. And any person or persons so found encroaching upon, or in possession of any part or portion of such harbour port, land, beach, or premises, who shall persist in so encroaching upon, or in retaining possession of the same, after the expiration of the delay within which such person or persons is or are required by such notice to desist from such encroachment, and to relinquish and abandon such possession of such part or portion of such harbour, port, land, beach or premises, shall, and each of them shall incur a penalty not exceeding Forty Dollars currency for every period of twenty-four hours during which such encroachment or possession shall continue after the expiration of such delay.

Article 53—In every case where any person is acting under a permission in writing from any officer of the said Harbour, or from any official authorized by the By-laws of the said Harbour, to grant such permission; such person upon the first demand of the Wharfinger, or of the Harbour Master, or of any other official employed about the said Harbour by the said Commissioners, shall exhibit to the Wharfinger, Harbour Master or other official making such demand, the writing containing such permission.

DEPARTURE OF VESSELS.

Vessels must report outward cargo and pay dues before leaving the Harbour.

Article 54.—No vessel shall leave the harbour until the Master or person in charge thereof, shall have made and delivered at the Wharfinger's Office, a full and correct report in writing, signed and certified by him, of her outward cargo, with the description thereof in detail, and its value; and also of her draft of water; and until all dues on such vessel, and on her cargo, and all penalties incurred thereby, or by the Master or person in charge thereof, and all cost and charges with which such vessel or the Master or person in charge thereof shall be chargeable towards the Harbour Commissioners, shall have been fully paid.

GUNPOWDER.

Gunpowder, where to be landed or shipped.

Article 55.—No gunpowder shall be landed or shipped in the said harbour above the part of said harbour where the wharf formerly stood which was known as Gilbert's Wharf. And it shall be in the power of the Harbour Commissioners, by a resolution to be passed for that purpose, to prevent any gunpowder from being landed or shipped higher up than any other point below such wharf; which point shall be designated in such resolution.

Gunpowder, in what manner it may be landed.

Article 56.—No gunpowder shall be landed until there be on the wharf a suitable vehicle in readiness there to convey it away; and in such case, no greater

quantity shall be landed than shall be sufficient to load such vehicle once, until such quantity so landed shall be taken away in such vehicle.

Article 57.—No gunpowder shall be brought to or placed upon any wharf for shipment, until the vessel in which it is to be shipped shall be ready to receive it immediately on board; and only one cart load thereof shall be brought to such wharf at one time; and no second cart load shall be brought to such wharf, or placed thereon, until the last previous cart load shall have been placed on board of such vessel. Gunpowder, in what manner it may be shipped.

Article 58.—No gunpowder shall be conveyed to or from any vessel in an open boat, unless it be completely covered with tarpaulin or other suitable covering; and no person on board of such boat shall smoke, nor shall any fire be used therein, for any purpose whatever. Gunpowder, conveyed in open boats.

VEHICLES.

Article 59.—No person shall drive a horse or horses on any of the wharves, or any of the ramps leading to the wharves, at a quicker motion than a walk; and all carts, trucks, and other vehicles going to or from any vessel in the harbour, shall take the ramp the nearest to such vessel. Movement of vehicles, and shall take the ramp nearest to or from which they are going.

Article 60.—No omnibus, cab, caleche, truck, cart, or vehicle whatsoever, shall be permitted to stand on any wharf or pier in the said harbour, in such a manner as to obstruct the passage to and fro, upon such wharf or pier,—or to or from any vessel arriving or lying at, or departing from, such wharf or pier; nor shall any driver of any such vehicle, or any other person, obstruct, importune, or annoy, any passenger or person landing from, or embarking on board of, any vessel in said harbour. No vehicle to obstruct any wharf or pier, and no driver to importune any person.

Article 61.—Every person in charge of a horse or horses, or of any vehicle drawn by ahorse or horses, Drivers of vehicles shall remain beside their

horses until called for, or unless loading or discharging such vehicle.

shall remain beside such horse or horses, except when loading or discharging such vehicle, and shall not then leave them so far as they shall be beyond his control; and no cabman or driver of any omnibus or other vehicle on any wharf or pier in said harbour, shall leave such vehicle on any pretence whatsoever, until he shall have been called and his vehicle engaged.

No railway car, &c., to remain on wharf beyond certain time, without permission.

Article 62.—No Railway Car, Carriage, Truck, or Locomotive Engine shall be permitted to stand on any Wharf or Pier, or on any Railway track laid below the revetment wall in the said Harbour, except while such Car, Carriage, or Truck is being loaded, or such Locomotive Engine is in use as being attached to Cars, Trucks, or Carriages then being loaded, or is immediately about to be so put in use. And in the event of any empty Railway Car, Carriage, or Truck, or any Locomotive Engine being left standing or not in use, or not immediately about to be used as aforesaid, upon any Wharf or Pier, or upon such Railway Track, except for the purpose of being immediately thereafter loaded and taken away, the Harbour Master, or other Officer duly authorized in that behalf, may give notice to the person in charge of such Car, Carriage, Truck, or Locomotive Engine or to the Railway Company owning or possessing such Car, Carriage, Truck, or Locomotive Engine, to remove the same, either out of the Harbour limits, or to such place within them as said Harbour Master or Officer shall order. And if within one hour thereafter, such Car, Carriage, Truck, or Locomotive Engine be not removed in accordance with such notice or order, the Harbour Master, or other proper Officer, shall cause the same to be removed at the expense of such Railway Company. The whole without prejudice to the penalty incurred by the breach of any one of these By-laws. And in addition to such penalty, a further penalty of like amount shall be incurred, if such Car, Carriage, Truck, or Locomotive Engine is allowed to remain at or near the place

where the same was standing, when such notice or order of removal was given, for every twenty-four hours during which the same shall so remain.

REGULATIONS RESPECTING PILOTS.

Licensing of Pilots.

Article 63.—The Standing Committee on Pilots, Beacons and Buoys, shall summon to their assistance two or more duly qualified and licensed pilots as assessors, together with some nautical man, and such Standing Committee, aided by such assessors, shall be the Board of Examiners for the examination of persons desiring to be apprenticed as Pilots, and subsequently applying for license as Pilots. But the Pilots so summoned as assessors shall not have any vote on such Board.

Article 64.—Every person, who on the first day of January, one thousand eight hundred and seventy-four, was serving an apprenticeship to be a Pilot, shall receive his license as a Pilot at the time and on the conditions mentioned in the 32nd Section of the Pilotage Act 1873, in conformity with the provisions of the said Act, providing such person shall pass an examination respecting the qualifications required of him under the Law, By-law, Rule or Regulation in force at the time he commenced his apprenticeship. Such examination to be so passed by the Board of Examiners for Pilots created under these By-laws.

Article 65.—No person shall be recognised as an Apprentice within the meaning of the Pilotage Act or of these By-laws, unless he shall have been previously licensed as such Apprentice in the manner hereinafter provided.

Article 66.—Persons desirous of obtaining a license to be apprenticed for the purpose of becoming Pilots,

may make application to the Board of Examiners for such license. And if any such person be a minor, his application must be sanctioned by his tutor or lawful guardian.

Article 67.—Upon such application the Board of Examiners shall examine such applicant, and shall satisfy themselves before granting him such license that he is able to read and write either in English or French, and that his character for sobriety and honesty is good. And such applicant must not be under the age of sixteen years, nor above the age of thirty years.

Article 68.—An Apprentice so licensed must serve for five years under indenture with some licensed Pilot or Pilots, and shall serve for the said period during the season of navigation on board of vessels trading between Montreal and Quebec, or between Montreal and Ports in the River St. Lawrence below Quebec, making at least sixteen double voyages between Quebec and Montreal in each season ; and during the winter seasons shall make at least three Ocean voyages. And such voyages between Quebec and Montreal shall be made with a regular Pilot, or as Master or person in charge of the Vessel making such voyage.

Article 69.—After having duly served his Apprenticeship in the manner hereinbefore provided, such Apprentice may apply to be licensed as a Pilot, and thereupon he shall be examined by the Board of Examiners herein appointed, both as to his qualification in respect of his skill as a Pilot, and also as to his character for diligence, sobriety and honesty. And if upon such examination the Board of Examiners shall find him competent and qualified to act as a Pilot, they shall report accordingly to the Harbour Commissioners, and a license to act as a Pilot shall be duly issued to him in the form prescribed by the pilotage Act, 1873.

Article 70.—After the expiration of five years from

the passage of these By-laws, no application will be received from any person whomsoever to be licensed as a Pilot unless he shall have been licensed as an Apprentice under the provisions of these By-laws, and shall have in all respects conformed himself to the requirements hereof. And persons who have commenced to learn the business of a Pilot since the said 1st day of January, 1874, shall immediately send in their applications for license as Apprentices, and may receive such license in the discretion of the said Board of Examiners as to the retrospective effect thereof to the 1st January last.

Article 71.—A record shall be kept of applications for licenses as Apprentices or Pilots, together with the examination of such Apprentices or Pilots, which may be taken by a short-hand writer if the Board of Examiners deem fit. And a record shall also be made and retained of the name in full, and the age of every applicant to be licensed as an Apprentice or as a Pilot, and of all the other matters required to be reported to the Governor in Council under the Pilotage Act, 1873.

The fee payable for each license to an Apprentice shall be five dollars, and for each license to a Pilot, ten dollars.

DISCIPLINE OF PILOTS.

No Pilot to disobey any summons of the Commissioners.

Article 72.—No Pilot shall disobey any summons of the Harbour Commissioners of Montreal through their Secretary or their Superintendent of Pilots, nor shall any Pilot in attendance upon the said Harbour Commissioners absent himself until regularly discharged.

Every Pilot to obey requisition of Commissioners.

Article 73.—Every Pilot being in Montreal, and not engaged to Pilot any Vessel thence, shall, when thereunto required by the Harbour Commmissioners of Montreal, through their Secretary or the Superintendent of Pilots, repair on board and take charge of any Vessel requiring a Pilot, and continue in charge thereof according to the tenor of the requisition so made to him.

Pilots to take charge of Vessels in Her Majesty's service when required.

Article 74.—Every Pilot shall, when thereunto required by the Harbour Commissioners of Montreal, through their Secretary or their Superintendent of Pilots, repair on board and take charge of any Vessel of any denomination in Her Majesty's service, and continue in such charge according to the tenor of such requisition.

Pilot to perform his agreement with any master.

Article 75.—When any Pilot shall have gone on board, or shall have agreed with the Owner or Master of any Vessel not in Her Majesty's service, or with any Agent on behalf of such Vessel, as a Pilot, he shall perform his part of the agreement according to the tenor thereof, subject nevertheless to such orders as he may receive from the Harbour Commissioners of Montreal, through their Secretary or Superintendent of Pilots.

Pilot to give notice when engaged to pilot a Vessel.

Article 76.—Any Pilot, when engaged to Pilot any Vessel from the Harbour of Montreal to Quebec, or to any intermediate place, shall give notice thereof, personally or in writing to the Harbour Commissioners of Montreal, through their Secretary or Superintendent of Pilots, before his departure, and a like notice on his arrival at Montreal, after having piloted any Vessel bound upwards.

Article 77.—Every Pilot who shall have taken charge of any Vessel from Montreal to Quebec, shall remain on board such Vessel until such Vessel shall have been safely moored, to the satisfaction of the Master or person in charge.

Article 78.—Every Pilot in charge of any Vessel piloted into the Harbour of Montreal, shall be bound to remain on board such Vessel until such Vessel shall have been secured in a discharging berth, and keep colours flying until so berthed to or alongside of any wharf, unless sooner discharged by the Master, Owner, or person in charge.

Pilots to report

Article 79—Every Pilot who shall observe any alter-

ation in sand banks or channels, or that any Buoys, Beacons or floating lights have been driven away or are out of place, or broken down, or that any of the lights in Light houses are not properly lighted, shall forthwith give notice thereof, either personally or in writing, to the Harbour Commissioners of Montreal, through their Secretary or Superintendent of Pilots.

any alteration in Sand-banks, Channels, &c.

Article 80.—No Pilot shall demand or receive any higher or greater sum for the pilotage of any Vessel than is by law allowed.

Article 81.—No Pilot, or Apprentice to a Pilot, shall aid or assist any seaman or Apprentice legally bound to any Master of any Vessel, to secrete himself, or shall facilitate in any way the desertion of any Seaman or Apprentice legally bound.

No Pilot to secrete any seaman or apprentice.

Article 82.—If any Pilot shall be desirous of temporarily ceasing to act as Pilot, he shall make application to the Standing Committee on Pilots, Beacons and Buoys, for permission so to do; and such permission may be granted by the Committee if they see fit.

Article 83.—Every Pilot shall behave himself civilly, and shall be strictly temperate and sober whilst in the exercise of the duties of his office, and shall use his utmost care and diligence for the safe conduct of every Ship or Vessel, whether in tow of a Steam Vessel or not, while under his charge, and shall use his utmost care to prevent her from doing damage to others.

Pilot to behave well and be sober.

Article 84.—Every Pilot who shall be on board of any Vessel from which shall be thrown into the navigable waters within the jurisdiction of the Pilotage District of Montreal, any ballast or other thing whatsoever, shall report the same to the Harbour Commissioners, through their Secretary or Superintendent of Pilots, immediately upon his arrival in the Harbour of Montreal, and any other Pilot who shall have seen the

Pilot to report Ballast, &c., thrown into navigable waters.

offence committed, or who shall have knowledge thereof shall report the same as herein ordered.

Pilots to report accidents.

Article 85.—Whenever any accident shall occur to or be caused by any Vessel whilst in charge of a Pilot, within the Pilotage District of Montreal, such Pilot shall forthwith after he shall cease to be in the actual charge of such Vessel, repair to the office of the Harbour Commissioners at Montreal, and there personally report himself and the accident that has occurred, with all particulars thereof, to the Secretary of the said Commissioners.

Harbor Commissioners to appoint a Superintendent of Pilots.

Article 86. — The Harbour Commissioners shall have power to appoint a person to be Pilotage Superintendent for the Port of Montreal, whose duty it shall be to attend to the carrying out of these By-Laws in all respects, and to supervise the conduct of Pilots and Apprentices licensed under this Act, or holding any license under any Act of the Parliament of Canada or of the Province of Canada; and to report any derelictions of duty on the part of such Apprentices or Pilots to the Standing Committee on Pilots, Beacons and Buoys. And such Pilotage Superintendent shall also perform such other duties and functions as shall be imposed upon him by the Harbour Commissioners or by the said Standing Committee.

Pilots to give notice to dredging vessels.

Article 87.—When any Dredging Vessel belonging to the Harbour Commissioners is employed in the channel opposite the Harbour of Montreal, Pilots having Vessels in charge shall not leave the Harbour without first giving notice of such their intention to the Harbour Commissioners, through their Secretary or Harbour Master.

RETIREMENT AND REMOVAL OF PILOTS.

Article 88.—When a licensed Pilot shall have attained the age of 65 years, he shall cease to have the right to act as Pilot under his license until after he shall have complied with the provisions of the 36th

section of the Pilotage Act, by producing and delivering up his license to the Harbour Commissioners. But if, upon examination by the Board of Examiners, he shall be found to be competent to perform his duties, a license shall be granted to him for one year, and thereafter from year to year so long as he shall continue so competent. The whole in conformity with the said 36th section of the said Act.

Article 89.—If at any time complaint be made to the Harbour Commissioners that any licensed Pilot has become incapacitated by mental or bodily infirmity, or by habits of drunkenness, to perform his duty as such Pilot effectively, such Pilot shall be notified of such complaint, and thereafter at a time and place to be fixed for the purpose by the Standing Committee on Pilots, Beacons and Buoys—enquiry shall be made under oath into the truth of the said complaint, on which enquiry the accused Pilot shall have the right to adduce evidence on his behalf, in conformity with the rules to be laid down for the purpose by the said Committee. And thereupon the said Committee shall make a report to the Harbour Commissioners upon the said complaint, stating whether the same has been proved to their satisfaction or not, and making such special report in the premises as they shall think proper. And thereupon after notice to such Pilot, who shall be heard in person in his own defence before the said Harbour Commissioners, if he desires it, the said Harbour Commissioners shall pronounce such judgment and order in the premises as they shall deem expedient and justified by the facts. And by such order the accused party may be altogether deprived of his license, or may be suspended from acting as such Pilot under such license, for such time as the Harbour Commissioners shall decide.

Article 90. — If any dispute arises between any Master or person in charge of any Ship and any Pilot respecting Pilotage, and either party shall make com-

plaint to the Harbour Commissioners in respect of such dispute, the same shall be referred to the Standing Committee on Pilots, Beacons, and Buoys, who shall decide upon such dispute, after hearing the parties and their witnesses, and examining all such evidence as may be laid before them on the subject. And the order or award to be made by the said Standing Committee upon such dispute shall be final and binding on all the parties thereto. And if any person concerned in such dispute shall refuse or neglect to obey the order or judgment rendered thereon by the said Standing Committee, he shall be held to be guilty of a breach of these By-Laws, and shall be subject to the penalty for such breach hereinafter provided.

Article 91.—Upon any breach or dereliction of duty on the part of any Pilot, it shall be competent for the Harbour Commissioners to suspend such Pilot, and temporarily or permanently to withdraw his license as Pilot, either in addition to imposing upon him any pecuniary penalty hereinafter provided for, or without such pecuniary penalty, and afterwards to remove such suspension, or restore such license to such Pilot, when they shall deem it proper so to do. And any Pilot so suspended or removed from the position of Pilot shall forthwith deliver over to the Harbour Commissioners his license as such.

RIVER REGULATIONS.

Article 92.—In order not to obstruct the light in the Upper Light house at Repentigny, no vessel shall be anchored or moored opposite the village of Repentigny, between the said Lights, and the yellow house known as Lachapelle's.

Article 93.—No Vessel or Raft, while under weigh or drifting down, shall trail her anchor.

Article 94.—No person shall encumber navigable water, within the limits of the Pilotage District of Mont-

real or any of the habours, creeks, inlets and beaches, within the said limits, or shall in any way obstruct the navigation thereof with stones, filth, rubbish, timber, logs, spars, rafts or cribs, wrecks of steamers or other vessels, and a further like penalty to that which is hereinafter imposed for a breach of this By-Law, shall be incurred by any person guilty of such breach, if he shall not remove or cause to be removed any such incumbrances or obstruction within ten days after being required so to do by the officer appointed for such purposes by the Harbour Commissioners, and a further like penalty for every subsequent day during which such incumbrances or obstructions shall not be removed.

Article 95.—All Rafts descending the River, whether in tow of a Steamer or otherwise, shall, when opposite to Isle aux Raisins, leave the Ship Channel and follow the Straight Channel marked by two Beacons on Isle à la Pierre, keeping the said Beacons in a line, and passing to the South of Buoys placed to mark the Channel for Rafts, and the penalty incurred for an infringement of this By-Law, shall be so incurred as well by the Owner, Master or person in charge of the Steamer towing the Raft as by the Owner, Master, or person in charge of such Raft so infringing this By-Law.

Article 96.—All Rafts navigating the waters, within the limits of the jurisdiction of the Pilotage District of Montreal, shall have the name of the Owner or Owners thereof legibly painted in letters not less than eighteen inches long on both sides of a board not less than five feet in height to be affixed to the *Cabane* or other permanent place on the Raft, so as to be easily discernible.

Article 97.—All Rafts descending the River, whether in tow of a Steamer or otherwise, shall keep to the northward of Isle de Laurier, or Laurette Island, and Isle Bellegarde, and the penalty incurred by

an infringement of this By-Law, shall be so incurred as well by the Master, Owner, or person in charge of the Steamer towing the Ratt so infringing this By-law, as by the Master, Owner, or person in charge of such Raft.

Article 98.—No vessel, raft or craft shall be allowed to pass over, or strike against, or touch, or in any way interfere with any buoy or mark placed for the purpose of navigation within the limits of the jurisdiction of the pilotage district of Montreal, and a like penalty to that which is incurred by the master or person in charge of such vessel, raft or craft, for any infringement of this By-law, shall also be incurred by the master or person in charge of any vessel towing the same.

Steamers to have caps to their chimneys.

Article 99. — All Steam Vessels navigating the waters within the limits of the jurisdiction of the Pilotage District of Montreal, (those using coal for generating steam excepted) shall have a wire cap or caps to their chimney or chimneys (the interstices of which shall not be more than one quarter of an inch square) to be fitted over the chimney or chimneys, so as to prevent sparks issuing therefrom while lying at any wharf, or when approaching or leaving the shore, or when towing any Vessel or Vessels at any place within the limits of the said jurisdiction.

Steamers in thick fogs to reduce their speed.

Article 100.—Every Steam Vessel, whilst navigating within the limits of the jurisdiction of the Pilotage District of Montreal during thick fogs, shall reduce the rate of speed, to not exceeding half speed.

REGULATIONS FOR THE RIVERS RICHELIEU, YAMASKA, AND HARBOUR OF SOREL.

Article 101.—No Pilot, Master, or person in charge of any Vessel or Raft shall anchor or moor such Vessel or Raft, either in the St. Lawrence, Richelieu, Yamaska, or Channel du Moine, or any part of the Harbour of Sorel, so as to prevent a free and uninterrupted passage for all other Vessels or Rafts, or a free and safe access to, or egress from the said Harbour, or to and from any wharf at which any Vessel is accustomed to take her berth.

Article 102.—No Raft shall be anchored or moored lower down in the Harbour of Sorel, than one hundred feet above the Grist Mill, and every such Raft shall be moored or anchored on the west side of the River, so as not to extend further out in the stream than one hundred and fifty feet from the beach, under the penalty here nafter provided for the breach of these By-Laws, and a further like penalty for every succeeding twenty-four hours such Raft shall have remained so anchored or moored.

Article 103.—Every wreck or wrecks of Steamers or other Vessels now incumbering the beaches of the Harbour of Sorel, of the River Richelieu and Yamaska, and of the Channel called the Channel du Moine, and the Doré, or obstructing the navigation of the said Rivers, Channels or Harbours, shall be removed immediately after the passing of these Regulations under the penalty hereinafter provided for the breach of these By Laws, and a further like penalty of ten pounds for every subsequent period of ten days, during which such wreck or wrecks shall not have been removed.

Article 104.—No Raft shall be anchored or moored in the Rivers Richelieu and Yamaska so as to incommode or obstruct the free navigation.

Article 105.—All Steam Vessels departing from the Harbour of Sorel, at night, stern foremost, shall carry a distinguishing red light at the head of the flag, staff at the stern, and shall continue to carry such light until clear of the entrance of the said Harbour.

Article 106.—No Steam or other Vessel in the Harbour of Sorel, from sunset to sunrise, shall lie at an outside berth, so that two Steam or other Vessels shall not be abreast at any wharf excepting whilst transhipping freight, to the risk, inconvenience and detention of the Mail and other Steamers entering or leaving the said harbour.

Article 107.—The Master or person in charge of every Steamer towing any Vessel or Vessels, Barge or Barges, Bateau or Bateaux, or other description of Craft, in the River Richelieu, whenever such Steamer calls or stops at the Port of Sorel for any cause whatever, shall be bound to leave the Vessel or Vessels, Barge or Barges, Bateau or Bateaux, or other description of Craft in tow of such Steamer, either in the River St. Lawrence or in that part of the Richelieu which is above the Ferry at the foot of George Street of the said town of Sorel; the whole in such wise as in no way to obstruct the navigation of either of the said Rivers or the wharves on the said River Richelieu opposite the said town of Sorel, or any of them.

Article 108.—All Rafts towed up the Richelieu River, shall be kept to the starboard or right hand side of the River, so as to give a free passage at all times to all other Vessels or Rafts requiring to pass up or down the River.

Article 109.—The Master or person in charge of every Vessel, Ship, Steamer, Barge, Bateau, or other River Craft, arriving in the Harbour of Sorel, for winter quarters, shall, without delay, report his arrival to the Officer or person in the employ of the Harbour Com-

missioners of Montreal, who shall have authority for the said Harbour Commissioners in that behalf according to his discretion, and in conformity with the following Rules and Regulations, assign to such Vessel, Ship, Steamer, Barge, Bateau or other River Craft, the berth it shall occupy for the winter season, and such assign ment of a berth may be made by a verbal notice to the Master or person in charge, and no Ship, Steamer, Vessel, Barge, Bateau or other River Craft, shall take up or occupy any berth in the said Harbour, unless such berth shall have been assigned to her by such Officer.

Article 110.—No Steamer or vessel shall anchor or be moored for winter quarters nearer a wharf, at Sorel, than at the distance of ten feet therefrom. And if such Steamer or vessel shall be anchored or moored at a less distance from the wharf than ten feet, the master or person in charge thereof shall remove the same within one hour after being required so to do by the officer or person authorised to act in that behalf by the said Harbour Commissioners, under the penalty hereinafter provided for a breach of these By-laws, and under a further like penalty for every twenty-four hours during which such steamer or vessel shall not be removed in conformity herewith.

Article 111.—Not more than two vessels or Steamers shall be abreast for winter quarters at any of the wharves of the said Harbour of Sorel, and the outside vessel or steamer shall be moored or fastened at a distance of at least ten feet from the inner one, and the master, owner or person in charge thereof shall remove the same, within one hour after being required so to do by the officer or person authorised to act in that behalf by the said Harbour Commissioners, under the penalty hereinafter provided for a breach of these By-laws, and under a further like penalty for every twenty-four hours during which such steamer or vessel shall not be removed in conformity herewith.

Article 112.—No Vessel or Steamer shall be anchored or moored at any of the wharves of Sorel for winter quarters nearer another Vessel or Steamer longitudinally than 30 feet therefrom, and the Master, Pilot, or person in charge, the owner or agent of such vessel, shall remove the same, if anchored or moored at a less distance than 30 feet longitudinally, within one hour after being required so to do by the officer or person authorised to act in that behalf by the said Harbour Commissioners, under the penalty hereinafter provided for a breach of these By laws, and under a further like penalty for every twenty four hours during which such steamer or vessel shall not be removed in conformity herewith.

Article 113.—No Schooners, Barges, Bateaux or other small River Craft shall be placed, anchored or moored for winter quarters in the Harbour of Sorel, between the space comprised without the entrance to the said Harbour and the point opposite the building known as the Steam Mill. And if so placed, anchored or moored, the Master, Pilot, or person in charge, the owner or agent of such Vessel, shall remove the same within one hour after being required so to do by the officer or person authorised to act in that behalf by the said Harbour Commissioners, under the penalty hereinafter provided for a breach of these By-laws, and under a further like penalty for every twenty four hours during which such Steamer or Vessel shall not be removed in conformity herewith.

Article 114.—No Vessel or Crib shall anchor or moor in the River Yamaska within six (6) arpents from the head of the Island called "*Isle de Rouches*" to the entrance of the passage called the Doré, nor within the said passage or Channel called the Doré, from its said entrance to the head of the Island called *Isle Beauchemin*, under the penalty hereinafter provided for a breach of these By-laws, and under a further like penalty for each subsequent twenty-four hours during

which such Vessel or Crib shall be anchored or moored in the said places in contravention of this section.

Article 115.—All Vessels and Cribs whenever they shall be obliged to cast anchor or moor in the passage or Channel called the Doré, above the head of *Isle Beauchemin*, shall anchor or moor on the north side of the Channel, as near to the shore as possible and in one serial line ; and during the time they are there anchored or moored, shall have their yards topped or braced up fore and aft, the booms rigged in as far as possible, under the penalty hereinafter provided for a breach of these By-laws, and under a further like penalty for each subsequent twenty-four hours during which such Vessels or Cribs shall be anchored or moored in said place in contravention of this section.

IMPEDING OFFICERS.

Article 116.—No person or persons shall, by act, word or deed, interfere with, obstruct or impede the Harbour Master, or any person or persons acting under his orders or supervision, or any officer, person or persons appointed by or acting under the orders of the Harbour Commissioners, while in the execution of his or their duties respectively ; or shall aid, abet, encourage, prompt or order any other person or persons so to do.

FINES AND PENALTIES.

Article 117.—Every person, in whatsoever capacity he may be acting, who shall violate or infringe any of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any part or portion of any of them, shall be subject to a penalty of Forty Dollars currency.

Article 118—Every person, in whatsoever capacity he may be acting, who shall fail or neglect to obey any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any portion of any one

of them, shall be subject to a penalty of Forty Dollars currency.

Article 119—The master, pilot, owner, or person in charge of any vessel, which shall violate or infringe, or fail or neglect to obey any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or any part or portion of any one of them ; and the Master, Pilot, owner or person in charge of any vessel, in the conduct and management of which any one of the said By-laws, or any part of any one of them, shall be violated, infringed or disobeyed, shall be subject to a penalty of Forty Dollars currency.

Article 120—In the event of the contravention or neglect to obey any of the By-laws of the Corporation of the Harbour Commissioners of Montreal, having reference to the landing or shipping of gunpowder, the landing or shipping, as the case may be, of each keg or package of gunpowder, shall be a separate offence, and shall give rise to a separate penalty of Forty Dollars against the offending party.

Article 121—The owner of any cargo, lumber or effects, or of any matter or thing whatever, landed from any vessel, in respect of which cargo, lumber or effects, matter or thing, there shall be any violation or infringement of, or disobedience to any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or of any part of any one of them, shall be subject to a penalty of Forty Dollars currency.

Article 122—The owner or person in charge of any goods, lumber or other effects, deposited for shipment on any wharf, or elsewhere in the said Harbour, in repect of which goods, lumber or effects, there shall be any violation or infringement of, or disobedience to, any one of the By-laws of the Corporation of the Harbour Commissioners of Montreal, or of or to any part of any one of them, shall be subject to a penalty of Forty Dollars

Article 123—If any person be convicted by any Magistrate or Magistrates, Justice or Justices of the Peace, of any of the said offences, such Magistrate or Magistrates, Justice or Justices of the Peace, who shall render such judgment of conviction, may reduce the amount of the penalty to Twenty Dollars currency, in all cases where the offence committed has no reference to a sea-going vessel, or to cargo carried or to be carried in a sea-going vessel, or is not committed by the Master or person in charge of a sea-going vessel.

Article 124—Any person who shall be convicted of infringing any of the said By-laws, or any of the provisions of the Statutes now in force, providing for the management and improvement of the Harbour of Montreal, and the deepening of the Ship Channel between the said harbour and the Port of Quebec; and who shall be condemned to the payment of any pecuniary penalty for such infringement; and who shall make default in the payment of such pecuniary penalty, and of the costs of such conviction, may be imprisoned for a period of thirty days, unless the amount of such penalty and costs be sooner paid.

Article 125—In so far as the foregoing penalties are imposed for the breach of any By-law made by the said Commissioners as the Pilotage authority for the Pilotage District of Montreal, the said sum of forty dollars shall be the maximum penalty, with power to the tribunal trying any person for a breach of such By-law, to reduce the amount of such penalty to any sum which shall to such tribunal appear just and expedient.

INTERPRETATION.

Article 126—The word "vessel," when made use of in the foregoing regulations, is to be understood as comprehending and meaning rafts and every other description of floating vessels. The words "working days" are to be understood as comprehending and meaning

days on which work can legally be performed. The word "owner" shall comprehend and mean every part owner or owners. The words "Harbour Master" shall comprehend and mean the Deputy Harbour Master. Also, the word "goods" shall be understood as comprehending lumber, firewood, ballast, and merchandise of any description, together with all kinds of live stock; and when more persons than one are hereinbefore made subject to any penalty in the disjunctive, the said Corporation shall have the option of proceeding for such penalty against such one of such persons as the said Corporation may see fit.

Article 127—The foregoing By-laws shall not come into force until after the first Monday in January next, from and after which day, if then approved by the Governor in Council, or if not, then from and after the date of such approval, they shall have full force and effect amounting to their terms.

TARIFF OF PILOTAGE,

BETWEEN THE HARBOURS OF QUEBEC AND MONTREAL.

Article 128—From and after the passing of this By-Law, the following shall be the Tariff of rates to be paid for the Pilotage of Vessels between Quebec and Montreal, and between the several places herein mentioned, that is to say:

From the Harbour of Quebec to Portneuf and the opposite side of the River St. Lawrence, or below Portneuf and above the Harbour of Quebec:—	$ c.
For the Pilotage of any Vessel in tow or propelled by steam, (except as hereinafter mentioned), for each foot of draught of water, upwards	0.50
Downwards	0.50

For the Pilotage of any Seagoing Vessel propelled by steam, for each foot of draught of water, upwards..... 0.62½

Downwards..... 0.42½

For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards..... 1.05

Downwards..... 0.70

From the Harbour of Quebec to Three Rivers and the opposite side of the River St. Lawrence, or any place above Portneuf and below Three Rivers:—

For the Pilotage of any Vessel in tow or propelled by steam (except as hereinafter mentioned), for each foot of draught of water, upwards..... 1.00

Downwards..... 1.00

For the Pilotage of any Seagoing Vessel propelled by steam, for each foot of draught of water, upwards..... 1.25

Downwards..... 1.25

For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards..... 2.10

Downwards..... 1.40

From the Harbour of Quebec to William Henry, and the opposite side of the River St. Lawrence, or any place above Three Rivers and below William Henry:

For the Pilotage of any Vessel in tow or propelled by steam, (except as hereinafter mentioned), for each foot of draught of water, upwards..... 1.50

Downwards..... 1.50

For the Pilotage of any Seagoing Vessel propelled by steam, for each foot of draught of water, upwards..... 1.87½

Downwards..... 1.87½

For the Pilotage of any vessel under sail, for each foot of draught of water, upwards..... 3.15

Downwards..... .... 2.10

From the Harbour of Quebec to the Harbour of Montreal, or to any place above William Henry, and below the Harbour of Montreal:

For the Pilotage of any Vessel in tow or propelled by steam, (except as hereinafter mentioned), for each foot of draught of water, upwards..... ..... 2.00

Downwards..... ..... 2.00

For the Pilotage of any Seagoing Vessel propelled by steam, for each foot of draught of water, upwards. 2.50

Downwards 2.50

For the Pilotage of any Vessel under sail, for each foot of draught of water, upwards..... 4.20

Downwards 2.80

From the Harbour of Montreal to William Henry, or to any place above William Henry and below Hochelaga, and from William Henry or any place above William Henry and below Hochelaga, to the Harbour of Montreal, for each foot of draught of water, the sum of one dollar, currency, for each such Pilotage upwards or downwards.

For the removal of any Vessel from one wharf to another, within the limits of the Harbour, or from any of the wharves into the Lachine Canal, or out of the said Canal to any of the wharves in the Harbour, or from the foot of the current, or from Longueuil into the Harbour, or from the Harbour to the foot of the current, or to Longueuil, shall be entitled to demand and receive for each such service the sum of five dollars, currency.

H. H. WHITNEY,

Secretary.

PRIVY COUNCIL OFFICE,

OTTAWA, 12th April, 1875.

I certify that the foregoing By-Laws of the Harbour Commissioners of Montreal, adopted at a Meeting held on the 26th January last, were submitted to and approved by His Excellency the Governor General in Council, on the 10th day of April instant.

W. A. HIMSWORTH,

Clerk Privy Council.

No Coal Oil, Kerosene, Naphtha, Benzole, Petroleum, or any other substance of an inflammable or dangerous nature, shall be discharged or shipped in any part of the Harbour, except in such places as shall be indicated by the Harbour Master, or other Harbour Officer in his absence, and when discharged or shipped, the same shall be removed and taken away from such places by the owner or consignee thereof, as fast as landed.

H. H. WHITNEY,
Secretary.

A. M. RUDOLF,
Harbour Master.

Harbour Commissioner's Office,
MONTREAL, 21st June, 1870.